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Great Western Rail Road.

TO THE INHABITANTS OF CANADA.

THE DIRECTORS, considering the present a favourable opportunity to procure additional subscriptions to the capital stock of the Great Western Rail Road Company, have determined to make every possible effort to fill up the whole amount required in Canada, and other countries, with as little delay as the magnitude of the undertaking will permit, and with this view have appointed one of their number, the Chairman, Mr. Tiffany, to proceed, in the course of a few weeks, to the United States, as general agent, and arrangements are maturing for making a similar effort in Great Britain.

The Capital Stock of the Company is £1,500,000, or \$6,000,000, divided in Shares of £25, or \$100, each, of this amount, £625,000, or \$2,500,000, is taken up, as follows, viz., £250,000 is subscribed for in England, £250,000 in the United States, and £125,000 in Canada, leaving a balance of £375,000 yet to be provided for.

The contracts already entered into with responsible contractors, insure the completion of the Road within the amount of the Capital Stock, and to facilitate subscriptions, the Directors have passed a resolution to the effect, that no call will be made on stock subscribed for subsequent to the 16th July last, until the entire amount of stock is taken up, thereby assuring new Stockholders that nothing will be required from them until there is a certainty that the Road will be made.

The many very important sources of traffic open to the road, which are so generally known, and the line being so favorable for easy construction, as shewn by the annexed Tables, makes the Great Western Road certain to pay its proprietors better than almost any other known line, and were it not for the comparative infancy of the country through which it passes, and the consequent want of capital for such purposes, the undertaking would not have remained so long dormant.

The unfortunate agreement made with a company of gentlemen in London in 1845, and an Act of Parliament securing certain privileges to said company, prevented the Directors making the necessary exertions for the prosecution of the work during the past three years. This Act, however, has been repealed during the last sitting of the Legislature, and the Directors are now sanguine that after proper explanations of the favourable position of the Company are made in the United States and Great Britain, a constituency formed by such people as are seeking for safe and profitable investment may be obtained. To insure this, however, it is absolutely necessary that the parties most interested should shew their confidence in the undertaking by subscribing for such amounts of stock as their respective means will warrant, and the Directors think it only necessary to remind the owners of property, Merchants, Mechanics, &c., &c., in Hamilton, and along the line, that the great advantages this road will secure to them, individually and collectively, cannot be attained without their co-operation and assistance.

The Directors, therefore, feel that before applying to the residents of other countries to subscribe for stock, as large an amount should be taken up in the Province as the means of its inhabitants will permit, not only with the view of retaining in the country as large a share as possible of what must soon prove a most valuable investment, but also as an earnest to foreigners of the public spirit and enterprise here.

The Directors would remind Subscribers for stock, that by an Act passed at the last Session of the Legislature, the proprietors, after making one half the road, are entitled to borrow money under the guarantee of the Province to make the other half; by availing of this Act, only one half the subscribed stock would require to be paid up, and as the road is sure to pay large dividends, the stockholders would benefit by the difference between the rate at which such loan could be effected, say 5 or 6 per cent. per annum, and the rate the road would pay, which latter cannot under any circumstances be estimated at less than 10 per cent per annum.

The Directors feel a confident hope that if this call is responded to in Canada as it should be, there is every probability of the remainder of the stock being quickly taken up in other countries, and the work proceeded with at an early day.

Stock Books will be re-opened at Hamilton on Thursday, 9th instant, and as soon afterwards as possible an agent of the Company will visit the different towns and villages on the line of the road to procure subscriptions.

R. W. HARRIS, President.

J. T. GILKISON, Secretary.

GREAT WESTERN RAIL ROAD COMPANY'S OFFICE, HAMILTON, AUGUST 3, 1849.

Table of Distances in Miles.				
DIVISIONS.	Mail Road.	Railway.	Air Line.	
Niagara Falls to Hamilton.	49.50	42.10	41.22	
Hamilton to London.....	85	75.84	74.20	
London to Windsor.....	115.50	109.95	108.54	
Total.....	250.00	227.89	223.96	

Linear Arrangement.						
DIVISION.	CURVES IN MILES.					Total len. rth.
	Tangent in miles.	Radius 11460 ft.	Radius 5730 ft.	Radius 2865 ft.	Radius 1910 ft.	
Eastern.....	39.82		1.87		0.41	42.10
Central.....	70.94	0.39	1.42	2.52	0.58	75.84
Western.....	106.38	1.53	2.04			109.95
Sarnia Branch.	47.24	1.59		1.02		49.85
	264.38	3.52	5.33	3.54	0.99	277.74

Table of Gradients.					
DENOMINATION OF GRADE.	NAME OF DIVISION.			Pt. Sarnia Branch.	Total.
	Eastern. Miles.	Central. Miles.	Western. Miles.		
Level and under 5 feet					
per mile.....	21.37	34.83	85.52	41.40	183.12
5 to 10 feet per mile...	4.15	2.06	8.50	8.45	23.16
10 to 20 feet per mile...	8.55	14.75	6.11		29.41
20 to 30 feet per mile...	8.03	9.75	6.82		24.60
30 to 40 feet per mile...		3.35	3.00		6.35
45 feet maximum west..		11.10			11.10
Total.....	42.10	75.84	109.95	49.85	277.74